

Lindsey Lake Tanker Truck Spill

Emergency Response to Environmental Recovery Transition Plan

The emergency phase of the response is ongoing, and a large amount of work remains. As we continue to work towards returning the impacted area to its pre-incident condition, the following plan describes the immediate path forward, which will ultimately end in the culmination of the emergency response phase.

The incident site has been broken into five operational units:

1. Eastbound lane and the southside shoulder & cliff area
2. Westbound lane and the northside shoulder & immediate ledge (1-2' from the edge of the roadway)
3. The South bank of Lake Lindsey, extending from two feet from the Westbound lane, to the lake
4. An assessment & removal (if necessary) of impacted soil on both the north and south side of the interstate
5. An assessment & removal (if necessary) of the roadway and adjoining shoulder area

For operational units 1-3, work will be considered complete when:

1. All visible contaminated snow is removed through a combination of flushing, heating contaminated soil, and/or excavation, and removal of the snow
2. No visible product is seen in, on, or near the roadway
3. The product is deemed to be non-mobile

For operational units 4-5, work will be considered complete when:

1. Drilling & soil samples indicate no product is found below the soil of roadway shoulders, in or below the topsoil of the lake bank
2. Drilling & soil samples indicate no product is found below the roadway, and samples indicate that the spilled product has not migrated into subsurface basalt rock
 - a. In the event the subsurface basalt rock is found to be contaminated.....??

The environmental unit and the HydroCon/Responsible Party Representative are developing detailed drilling plans, soil and water sampling plans. Criteria for determining action-levels is based on.... which indicates contamination atppm is acceptable/permissible...?